

**did you know**



Bicycle parking is required in all office buildings in DC with car parking?

At least five percent of all parking must be for bikes?

Bicycle parking must be convenient, clean, secure, and well lit?

Signs must be posted stating where bicycle parking spaces are located in each building or structure?

secure

attractive

convenient

clean

efficient

# downtown = bicycle parking



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District Department of Transportation



# why provide **bicycle** parking?

Secure bicycle parking is a competitive amenity for property owners and managers.

Tenants recognize it as an asset for attracting and retaining employees. Good bike

parking may help convert car drivers into bike commuters, freeing up more space in

the garage for cars. Finally, bicycle parking is required by law in all office buildings

that provide car parking.



## **short-term bike parking**

In addition to the required long-term garage or surface lot parking, short-term parking is important for convenience, security, and aesthetics. Although it is legal for cyclists to lock bikes to parking meters and signposts, outdoor racks make for a more secure and attractive place to park, especially where other posts are not available.

Short-term parking should be near building entrances and should not block pedestrian traffic. If you install your own rack, be sure to use a DDOT-approved rack and obtain a public space permit.

DDOT, the Downtown BID, and the Golden Triangle BID all have bike rack programs. To request a free rack in front of your building, contact DDOT at 202-671-2331.

**SHORT-TERM PARKING** helps you manage the space in front of your building by designating the area where bicycles should be parked.



### what kind of bicycle racks do i need?

Good rack design deters theft by allowing the bicycle frame and one wheel (preferably two) to be locked to the rack. The rack should:

- accept U-shaped locks and chains/cables;
- keep the bicycle upright by providing support to the bicycle frame in two places; and
- allow both the frame and at least one wheel to be locked to the rack.



#### BAD BIKE RACKS.

*None of these bikes are parked as intended. These old school yard racks fit only the front wheel. Cyclists need to lock the frame and wheel.*



#### GOOD BIKE RACKS.

*The most efficient and cost-effective racks are the "inverted-U." Each rack holds two bikes and allows cyclists to lock the frame and wheel in two places if desired.*



### locating bicycle parking

The parking area should be:

- convenient to building entrances and the street;
- clean, secure and well lit;
- visible to the garage attendant or other users to deter theft and vandalism; and
- separate from auto parking areas with a physical barrier to prevent damage to bicycles from motor vehicles.

Ten bikes can fit in the equivalent of one car parking spot. Often you can find "dead zones" in the garage where cars won't fit, but bikes will.

### rack installation guidelines

Racks must be on the upper-most floor of the garage near the elevators or stairs. The parking spaces must be a minimum of two feet (2') wide and six feet (6') long. Installing the racks 30" on center is recommended for easy access for all cyclists. A five-foot wide aisle is required between rows of bicycle parking spaces and the perimeter of the bicycle parking area. This provides adequate space for one person to walk one bike.

### signage

Title 18 requires that parking facilities have a sign describing where the bike parking is located. At your request, the DC Bicycle Program will provide you with a sign that indicates the availability of bicycle parking in your building.

### bike lockers

Bicycle lockers offer extra security and protection from the elements if your available space is outdoors. Some buildings use lockers in garages as well.



### bike cages and rooms

For an extra level of security, consider a bike cage in the garage or a bike room in the building. By installing a key or combination lock to access the cage or room, only those who bike to work will have access.

**BIKE CAGES** provide security for many bicycles with minimum construction. This cage provides parking for 110 bicycles.



### bicycle parking regulations

The following rules come from the District of Columbia Municipal Regulations Title 11, Chapter 21: 2119 BICYCLE PARKING SPACES

**2119.1** Bicycle parking spaces shall be provided for office, retail and service uses, except for retail and service uses in the C-3-C<sup>1</sup>, C-4<sup>2</sup>, and C-5<sup>3</sup> (PAD) districts.

**2119.2** The number of bicycle parking spaces provided shall be at least equal to five percent (5%) of the number of automobile parking spaces required under §2101.1.

**2119.3** Bicycle facilities shall have convenient access from the building or structure and street or other bicycle right-of-way, be clean, secure and well lit and shall be located within a building or structure, either on the ground floor, basement, or first cellar level.

**2119.4** All bicycle parking spaces required under §2119.1 shall be a minimum of two feet (2') in width and six feet (6') in length.

**2119.5** An aisle five feet (5') in width shall be provided between rows of bicycle parking spaces and the perimeter of the area devoted to bicycle parking.

**2119.6** If a room or common locker not divided into individual spaces is used to meet these requirements, twelve square feet of floor area shall be considered the equivalent of one (1) bicycle parking space. Where manufactured metal lockers or racks are provided, each locker or stall devoted to bicycle parking shall be counted as one bicycle parking space.

**2119.7** For office uses in the C-4 and C-5 (PAD) districts, bicycle parking spaces shall be provided as if the building or structure were located in a C-3-C district.

**2119.8** Signs shall be posted stating where bicycle parking spaces are located in each building or structure where bicycle parking spaces are required. The signs shall be located in a prominent place at each entrance to the building or structure. The sign shall have a white background, with black lettering which is no more than two inches (2") in height.

**2119.9** For a building or structure existing on March 1, 1985, one percent (1%) of the amount of required parking spaces may be converted to bicycle parking spaces of appropriate size.

1. Medium Density Office, Retail, and Housing  
2. Central Business District  
3. Pennsylvania Avenue District

## **free help and racks!**

At your request, the DDOT Bicycle Program will help you select, locate, and install racks in your garage or on your surface lot. In fact, DDOT will provide the racks themselves for free in most cases. DDOT will also supply a free bicycle parking sign for your facility.

For more information contact the Bicycle Program Manager at 202-671-2331 or [Jim.Sebastian@dc.gov](mailto:Jim.Sebastian@dc.gov)



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